

MAR 1952 31-46

CLASSIFICATION RESTRICTED  
 SECURITY INFORMATION  
 CENTRAL INTELLIGENCE AGENCY  
 INFORMATION FROM  
 FOREIGN DOCUMENTS OR RADIO BROADCASTS

REPORT

CD NO.

STAT

COUNTRY China

DATE OF  
INFORMATION 1953

SUBJECT Economic; Transportation - Rail, construction

DATE DIST. /3 Oct 1953

HOW  
PUBLISHED Daily newspapers

NO. OF PAGES 4

WHERE  
PUBLISHED Hong Kong, TientsinDATE  
PUBLISHED 19 May - 5 Aug 1953

LANGUAGE Chinese

SUPPLEMENT TO  
REPORT NO.

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE  
 OF THE UNITED STATES, WITHIN THE MEANING OF TITLE 18, SECTIONS 793  
 AND 794, OF THE U.S. CODE, AS AMENDED. ITS TRANSMISSION OR REVE-  
 LATION OF ITS CONTENTS TO OR RECEIPT BY AN UNAUTHORIZED PERSON IS  
 PROHIBITED BY LAW. THE REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

SOURCE As indicated

CHINESE PROGRESS IN RR CONSTRUCTION  
IN NORTHWEST AND NORTHEAST, MAY - AUGUST 1953

[Summary: The following report on progress in the con-  
 struction of railways in the Northwest and the Northeast  
 administrative areas, for the period May - August 1953, is  
 based mainly on news items found in the Hong Kong Ta Kung  
Pao which were, in turn, based on mainland despatches. On  
 the T'ien-shui--Ch'eng-tu line, trains are running from  
 Ch'eng-tu to Kuang-han, and tracks are laid as far as Te-  
 yang. The 14 piers for the bridge over the Fou Chiang at  
 Mien-yang were finished 16 June 1953.

On the Lan-chou--Sinkiang line, trains are operating  
 over the semipermanent Yellow River bridge and as far as  
 Yung-teng, 103 kilometers from Lan-chou. Work is being  
 rushed to finish the bridge over the Chuang-lang Ho by  
 10 July 1953, so that work may be started on the crossing  
 of the Wu-shao-ling, a 2,700-meter-high ridge at the summit  
 of which a long tunnel must be driven. A considerable  
 amount of heavy mechanized equipment is being used in  
 preparing the roadway for this line.

Two logging lines in the Northeast Administrative Area  
 are being extended a total of 112 kilometers.

Numbers in parentheses refer to appended sources.]

NORTHWEST ADMINISTRATIVE AREA

A. T'ien-shui--Ch'eng-tu Line

On 1 July 1952, work began on the construction of the 118 kilometer  
 section between Ch'eng-tu and Mien-yang of the T'ien-shui--Ch'eng-tu line.  
 The line passes through a region of fast flowing rivers and rugged mountains,

- 1 -

STAT

CLASSIFICATION

RESTRICTED

STATE	NAVY	NSRB	DISTRIBUTION																
ARMY	AIR	FBI																	

RESTRICTED

STAT

following closely the route that has served as the principal line of communication between Central China and the Southwest since ancient times. Numerous ancient relics, including stone implements, bronze utensils, and pottery, have been unearthed during the excavations. After 10 months of work the roadbed, the laying of rails began on 27 April 1953.(1)

On 21 June 1953, the laying of rails was completed from Ch'eng-tu as far as Kuang-han in Szechwan, a distance of 38 kilometers. Commencement of the operation of trains as far as Kuang-han will be celebrated on 1 July 1953.(2)

By 1 August 1953, rails were laid as far as Te-yang in Szechwan. It is expected that the laying of track to Mien-yang in Szechwan will be completed by 1 October 1953, and as far as Chung-pa-chen 104, 44, 31, 46 in Szechwan by the end of December 1953. Heavy rains increased the difficulties of rail laying in July, but through the use of Soviet streamlined methods and of a derrick car, the difficulties were overcome, and a record for this line of laying 3.5 kilometers of track in one day was established.(3)

At Mien-yang, the railway must cross the Fou Chiang. The 14 piers required for this bridge were completed on 16 June 1953, and preparations are now in progress for the erection of the superstructure.(4)

#### B. Lan-chou--Sinkiang Line

For the construction of the Lan-chou--Sinkiang line, tracks have been laid to Yung-teng in Kansu, a distance of 103 kilometers from Lan-chou, and trains can now operate to that point. This distance is 56 percent of the track-laying target for 1953.(5)

The laying of track as far as Yung-teng was completed on 10 June 1953. It is planned to locate 13 stations between Lan-chou and Yung-teng. The bridge between these two points across the Yellow River is 248 meters long and of semipermanent construction. A large bridge is being built across the Chuang-lang Ho north of Yung-teng. To accommodate work trains, a temporary bridge is being laid. The plateau in this vicinity is 1,800 meters above sea level, and from this level the Wu-shao-ling rises to an elevation of 2,700 meters. Much of the grade is over 10 meters per kilometer. A tunnel through the summit of Wu-shao-ling will be required, and it is planned to advance the date of commencement of work on this tunnel.

The construction of the Chuang-lang Ho bridge is the largest and the most important project to be accomplished this year on the Lan-chou--Sinkiang railroad. The chief obstacle being encountered on this project is the disposal of the underground water that enters through a layer of sand when the holes are excavated for the pier foundations. When a hole 4 meters in diameter and 3 meters deep is excavated, the water enters so rapidly that six or seven pumps are required to handle it. When this bridge is finished, all the rails and other materials for track laying to the west of Chuang-lang Ho can be brought in by rail. It is expected that the Wu-shao-ling will be crossed at an elevation of 2,700 meters above sea level. For the Chuang-lang Ho bridge to be completed by 10 July 1953, the No 1 Engineering Bureau, Ministry of Railways, recently allocated to this project an additional number of pumps and other mechanical equipment and diverted several hundred skilled workers from other projects to help rush this bridge to completion.(6)

- 2 -

RESTRICTED

RESTRICTED

STAT

Work on grading the roadbed beyond Yung-teng is progressing rapidly by means of several tens of pieces of heavy mechanized equipment. The buckets of the power-driven shovels weigh  $7\frac{1}{2}$  tons each and have a capacity of 7-8 cubic meters each. One of these machines can do the work of 100 laborers. The blades on the bulldozers weigh 21 tons each. In 40 days of work with this machinery on this section of the roadbed 280,000 cubic meters of earth were moved and put into position. This is equivalent to the labor of 2,000 men working for 40 days by the old methods.(7)

On the Lan-shou--Chiu-ch'uan section, a little more than one quarter of the whole length of the Lan-chou--Sinkiang railway line, there are to be 1,000 bridges and culverts. This is about double the number of the T'ien-shui-Lan-chou section of the Lung-Hai line. The fill work on ten deep ravines required the equivalent of 120,000 carloads of earth. The bridge across the Yellow River (about 35 kilometers west of Lan-chou) is in use not only for the operation of work trains, but also for the transportation of Yu-men petroleum products from Yung-teng to Lan-chou and beyond. More than 40 bulldozers have been moved across the bridge for use in the region known as Ho Hsi (west of the Yellow River). More than 4,000 laborers are living in tents along the line of the Great Wall north of Yung-teng, and are at work on a bridge over the Chuang-lang Ho. Three dry river beds, 5 kilometers wide, and a vast area of shifting sand lie ahead to be crossed.(4)

#### NORTHEAST ADMINISTRATIVE AREA

##### A. Ya-lin Branch Line

A logging line 72 kilometers long has been under construction since June 1952 and will soon be ready for service to facilitate the exploitation of the virgin forests in the greater Kiangnan Range. The line starts at K'u-t'u-erh, the northern terminus of the Ya-lin branch railway, and proceeds in a northeasterly direction to T'u-li-ho, a point at the confluence of the T'u-li Ho and the Hsi-ni-ch'i Ho. Stations to be established en route are Chi-li-k'u-lu, Hsin-chang-fang, Ling-nan, Ling-ting, Ling-pei, and T'u-lu-ma.(8)

##### B. T'ang-lin Branch Line

An advance team of construction workers have arrived in I-ch'un [129 31, 47 31] in Szechuan Province, to build a 40 kilometer extension to the T'ang-lin logging line from Chuang-tzu-ho to Wu-ying.(8)

RESTRICTED

RESTRICTED

STAT

SOURCES

1. Hong Kong, Ta Kung Pao, 1 Jun 53
2. Hong Kong, Ta Kung Pao, 27 Jun 53
3. Hong Kong, Ta Kung Pao, 5 Aug 53
4. Hong Kong, Ta Kung Pao, 19 Jun 53
5. Hong Kong, Ta Kung Pao, 13 Jun 53
6. Tientsin, Ta Kung Pao, 18 Jun 53
7. Hong Kong, Ta Kung Pao, 22 Jun 53
8. Hong Kong, Ta Kung Pao, 19 May 53

- E N D -

STAT

- 4 -

RESTRICTED